

DAILY SHIPPING NEWSLETTER 2003 – 088



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The KNRM Lifeboat **Winifred Lucy Verkade-Clarck** – photo : Henk de Winde ©

EVENTS, INCIDENTS & OPERATIONS



Herewith photos of the loadout the **North Lukut Platform** by sheerlegs **Asian Hercules**. The lift was conducted on the June 28th 2003 at Pasir Gudang, Malaysia for Malaysia Shipyard And Engineering Sdn Bhd (MSE). The platform is bound for offshore Trengganu, Malaysia.



The **Asian Hercules** will also be performing another loadout on another similar platform "**Penara**" on the July 22nd 2003. Thereafter, the **Asian Hercules** will be working in MSE on several other projects until the 1st week of August 2003.

The lifts are mainly for the offshore oil and gas vessels including **FSO Bunga Kertas**.

Photo's : **ASIAN LIFT**



A cargo ship passes under the Bosphorus bridge as it sets sail in Istanbul, Turkey, Tuesday July 1, 2003. Turkey on Tuesday launched a new US\$ 45 million radar monitoring system on Istanbul's narrow Bosphorus strait, to cut the risk of accidents in what Turkey calls one of the world's most dangerous waterways

Wrak Alan A Dale vlot opgeruimd

door Ben Jansen

De opruiming van de Alan A Dale aan de rand van de hoofdvaargeul in de Westerschelde is veel sneller verlopen dan verwacht. De Combinatie Wrakkenbergings Westerschelde (CWW) dacht er zestig tot tachtig dagen voor nodig te hebben; het werk is in ruim een maand geklaard. Er moet alleen nog een laatste opschoonslag worden uitgevoerd.

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De Taklift 4 aan het werk boven het wrak van de Alan A Dale. De bok is vorige week afgelost door de Rambiz.
(luchtfoto Aero Lin Å©)

De Alan A Dale kon in zo'n korte tijd worden opgeruimd, omdat de aannemingscombinatie - net als bij de negentien obstakels die eerder dit jaar al zijn opgeruimd - zwaar materieel heeft ingezet. Het wrak van het eind 1944 getorpedeerde bevoorradingschip bood weinig weerstand aan de wrakkengrijper die aanvankelijk de bok Taklift 4 en sinds vorige week de Rambiz in het staal lieten happen. De Rambiz was gisteren klaar met zijn werk. Vandaag wordt met een baggerschip nog een geringe verondieping weggezogen en kan de betonning die de plek van de werkzaamheden markeerde worden weggehaald. Daarna zal een kleiner kraanschip de plek waar de Alan A Dale bijna zestig jaar heeft gelegen, verder opschonen.

De wrakruimingsoperatie die CWW in opdracht van Rijkswaterstaat uitvoert, omvat in totaal 38 wrakken en andere obstakels. In februari zette de Rambiz zijn grijper in het eerste wrak. Nu de Alan A Dale - met zijn lengte van 131 meter de grootste van de te verwijderen mogelijke belemmeringen voor de

scheepvaart - is opgeruimd, groeit de verwachting dat de aannemingscombinatie het project nog voor het einde van het jaar kan afronden. Een van de obstakels die nog op het programma staan is de 105 meter lange Sapanca in het Nauw van Bath.

Een spannend aspect bij de verwijdering van de Alan A Dale was de vraag of het schip olie zou bevatten. Uitsluitel viel daarover niet te krijgen, maar het was aannemelijk dat een bevoorradingschip olie aan boord zou hebben. Om meer inzicht te verkrijgen liet Rijkswaterstaat boringen in het wrak uitvoeren, maar die brachten geen olie aan het licht. Toch troffen CWW en Rijkswaterstaat voorzorgsmaatregelen om een eventuele olieverontreiniging te kunnen bestrijden. Uiteindelijk zijn bij het opruimen van het schip enkele honderden liters gasolie boven gekomen. De hoge temperatuur van de lucht en een flinke golfslag zorgden ervoor dat deze lichte oliesoort snel verdampte. Dit effect werd nog versterkt door schepen door de vlekken gasolie te laten varen.

Munitie

De Alan A Dale had wel meer munitie aan boord dan was verwacht. Er was op enige schietbenodigdheden gerekend, alleen al voor de wapens die op het schip waren geplaatst om zichzelf te kunnen beschermen. „Het was een verrassing dat er zulke hoeveelheden uitkwamen“, zegt Henk Ringelberg van het bureau Wrakruiming Westerschelde van Rijkswaterstaat. „De Alan A Dale had tonnen munitie aan boord. Van geweerkogels tot granaten van een meter lang.“

Al die munitie leverde logistieke problemen op, omdat het veel tijd kostte om de patronen en granaten uit de wrakresten te halen en veilig te stellen. Dat leverde vertraging op bij de verwerking van het staal uit het schip. Voor het veiligstellen van de munitie was een gespecialiseerd bedrijf in de arm genomen. De explosievenopruimingsdienst van de marine zorgde voor het transport en het tot ontploffing brengen van het materiaal.

Senegal-bound arms shipment seized from MSC ship at Barcelona

MEDITERRANEAN Shipping Co found itself at the centre of international confusion today over a shipment of arms discharged from one of its ships in Barcelona.

A container load of machine guns, assault weapons and ammunition being shipped from Pusan in South Korea to Dakar in Senegal was taken from the **MSC Munich** by Spanish police who claimed the cargo was illegal and documentation forged.

The allegations were immediately challenged by the South Korean defense ministry and Daewoo Precision Industries which was exporting the weapons to West Africa.

MSC also dispatched paperwork from its head office in Geneva to Barcelona that proved the shipment was legal.

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Jose Rouvira, head of MSC's office in Spain, was meeting with local customs officials this afternoon to clear up the apparent misunderstanding and obtain permission to forward the shipment of arms to Senegal.

The weaponry had arrived in Spain from Pusan via Singapore where it had been loaded onto the 3,326 teu **MSC Munich** which is deployed within the Dragon Express.

The consignment was due to be transhipped again onto another MSC service heading to West Africa.

Spanish police said they had found 280 machine guns, 100 assault rifles, plus ammunition when they opened the container after receiving a tip-off

S'pore-flagged tug hijacked in Indon waters found

Piracy watchdog warns of ongoing attacks off Bintan

A Singapore-flagged tug hijacked nearly two weeks ago in Indonesian waters was found early yesterday after a mysterious tip-off, as escalating pirate attacks off the eastern shores of Bintan prompt warnings for ships to be extra vigilant in the area.



The Singapore-flagged tug Poet Vanda, hijacked in the early hours of June 18 after leaving Karimun island, was recovered in Singapore waters yesterday after an anonymous phone tip-off to the vessel's charterer, Pacific Ocean Engineering.

'We received a phone call from some unknown people to tell us the tug was there,' a company representative told Shipping Times.

When asked about the unusual circumstances under which the tug was 'discovered', the company representative said 'it was also a surprise to us'.

He added that the phone call may have been prompted by the widespread alerts and publicity of the hijacking generated by the Kuala Lumpur-based IMB Piracy Reporting Centre.

'Maybe the tug was too hot to handle,' following the centre's efforts, the representative said, adding that it was in good condition and nothing was missing.

Speaking to Shipping Times from Kuala Lumpur, regional manager of the Piracy Reporting Centre, Noel Choong, said that following the hijacking, the centre sent out an alert to all maritime and port authorities in the region, including the Indonesian police, navy and maritime authorities, as well as alerts via the SafetyNET broadcast service of Inmarsat-C.

Mr Choong said the alerts will be cancelled upon written confirmation from the vessel's owners - Masin Maritime Services - that the vessel has been found.

The **Poet Vanda** was towing a barge through the Durian Strait when seven pirates armed with knives and parangs boarded the tug off of Pulau Mantaras at 2.30 am, throwing the seven Indonesian crew overboard. The crew were later rescued by fishermen and the barge found abandoned in the vicinity.

Meanwhile, pirate attacks continue off the eastern coast of Bintan for the fourth straight week with nearly eight attacks in just over three weeks.

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'It's very abnormal for one area to have more than one or two attacks in a week,' said Mr Choong. The attacks have been centred around the location Latitude 01 North and Longitude 105 East, in the South China Sea well beyond the entrance to the Singapore Strait.

'We have information on quite a number of attacks which we have provided to the Indonesian authorities and have asked them to increase patrols and take the necessary action,' Mr Choong said.

'If they have taken action, you will see the number of attacks drop to zero in a matter of days, and when the attacks will come up again is anyone's guess,' he said, adding that the area has been a piracy hot spot before.

Noting that the pirates are fully armed with both guns and knives and have been violent injuring seafarers in some of the attacks, he said: 'I believe they would not hesitate to use the guns on the crew.'

In the most recent incident last Sunday, the 13,852 grt Malaysian bulk carrier **Ecocharger** was approached by a high speed craft which came within 25 metres of the ship before the duty officer raised the alarm and took evasive action to prevent boarding.

'Fortunately for them they were keeping a vigilant watch,' said Mr Choong. 'We advise ships to maintain strict anti-piracy watch because in order for the pirates to attack the ship and board it successfully they need the element of surprise.'

Other attacks in the same area in which pirates boarded, robbed and in some cases assaulted and/or took hostages, include the 79,148 gt Liberian flagged bulk carrier **Doceriver** on June 25; an Indian-flagged 28,739 gt bulk carrier on June 23; the 5,372 gt Panamanian-flagged chemical tanker **Eastern Honesty** on June 22; and the 17,933 gt Cyprus-flagged container ship **Hanjin Busan** on June 21.

CASUALTY REPORTING

One dead, six missing after boxship collides with fishing vessel off Japan

A SOUTH Korean boxship collided with a Japanese fishing boat leaving one dead and six missing early on Wednesday morning.

The panama-registered, 300teu **Heung-A Jupiter** collided with the 135 ton fishing vessel **Koyo-Maru No. 18** in the Strait of Kyushu at 02-25hrs local time.

The fishing vessel sank within two minutes and six of the 21 crew are missing following the collision. The other 15 crew were rescued by other boats one died after he was airlifted to hospital.

The containership owned by Heung-A Shipping is reported to have sustained no major damage and all its 16 crew members were injured. The ship was sailing from Busan to Yokohama when the accident happened.

A statement by the Moji Coast Guard branch said that the Heung-A Jupiter had "collided into its (the fishing boat) central port side at a right angle."

According to local reports the fishing boat had tried to warn the containership that they were on a collision course.

"The freighter came crashing from the portside. We had sent all kinds of signal, blowing the whistle and blinking the lights before it hit us," a crewman told the Japan Broadcasting Corp.

DANIELLE CASANOVA (FRANCE)

A woman died at the port of Marseilles yesterday evening after SNCM passenger ro/ro **Danielle Casanova** (44500 gt, built 2002) struck the floating ramp on which her car was in the process of boarding another SNCM vessel, passenger ro/ro **Paglia Orba** (29718 gt, built 1994). A man in his forties, who was also in the car, was able to free himself after it plunged into the water but the woman was unable to escape from her seat. The master of Paglia Orba, the vessel the car was on the point of boarding, was overseeing embarkation operations from the ramp when the accident occurred. He was thrown into the water but was able to get ashore safely. The accident occurred shortly before 1900 yesterday. **Danielle Casanova**, which had arrived in Marseilles from Bastia, was in the process of berthing at the Quai de Maroc when it contacted violently the ramp. Under the impact, the ramp broke its moorings and jerked away from the quay just as the car was on the point of leaving it to embark on Paglia Orba. Two divers arrived on the scene quickly but were hampered by a strong current and virtually zero visibility. Six other divers were brought in by helicopter but it was 1940 hrs, nearly an hour after the accident, before the car with the woman inside was located. The woman was brought to the surface but attempts to revive her failed. Half an hour later, the car was lifted out of the water by crane. Local reports said that wind speed at the time Danielle Casanova was berthing was 20 knots. Danielle Casanova's bow was damaged in the incident, as was the visor of Paglia Orba.

JAMBO (CYPRUS)

Coastguard and salvage experts last night said they were hopeful that they could minimise any environmental impact after attending the wreck of general cargo Jambo, which sank at the mouth of Loch Broom on Sunday (Jun 29). Despite their reassurance, calls for greater controls on vessels with hazardous cargoes sailing through the Minch increased yesterday, from councils to surfers. The vessel's fuel tanks containing 83 tonnes of diesel had a tiny leakage, but divers were expected to seal it last night. The hatches remained battened down, making it likely all of the 3,300 tonnes of zinc sulphate cargo was still within the holds, despite the vessel having rolled over on to its side under 60ft of water. Absorbent booms and skimmers were being used. Mike Deeming, the coastguard's principal counter pollution and salvage officer for Scotland, said they had contacted the few local fish farms.

NORWAY (BAHAMAS)



NCL announced that the yard for the repair work on passenger Norway will be in Europe, though none was selected as yet. Press reports are more specific and locate Germany, most probably to Bremerhaven as the vessel's destination. Currently the orders are to tow the vessel to Land's End, the entrance of the English Channel. The seagoing tug **Smitwijs Rotterdam** is towing the vessel with 85 of its crew onboard. The transatlantic crossing will take

approximately three weeks. NCL state that the vessel is on schedule to begin cruising again on Oct 5.

SHIPYARD NEWS

Hawaiian tug gets more pull

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The 3,000 hp tug **Moana Holo** is back in service with Young Brothers, Hawaii, after being fitted with Nautican Research and Development Ltd's Nozzles and Rudders at Foss Shipyards in Seattle. Two 108 inch Nautican High Efficiency Nozzles were fitted, along with two sets of High Efficiency Triple Rudders Prior to the conversion, the 126 ft x 34 ft Moano Holo was fitted with twin open propellers and spade rudders. It's bollard pull went from 64,000 lb with open propellers to 101,500 lb with the Nautican Nozzles.

The Triple Rudders increased the turning capability. During the sea trials, it was able to turn 360 degrees in 60 seconds and one ship length, with both engines ahead. The Moano Holo is used to assist in ship berthing and towing barges from Oahu to the other Hawaiian Islands

AQUADONNA COMPLETED DRYDOCKING

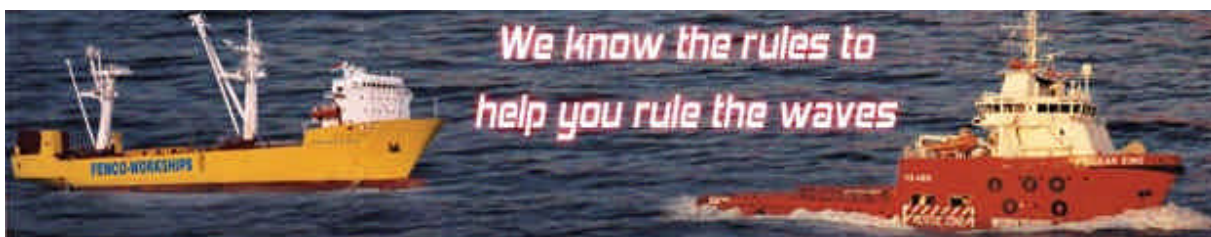


The **AQUADONNA** left the drydock at the Rotterdam United Dockyard – [photo : Jan Simons ©](#)

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OCEAN STAR SOLD

STC Towing, an Amerada Hess company have sold the U.S. built tug **"Ocean Star"** to New York based, McAllister Towing and Transportation Co., Inc. Hess employed the tug primarily on the East & Gulf coasts until the late '90's when she was sent to the Caribbean to support ship docking operations and barge work at the Hess tank farm in St. Lucia. As there is currently not enough work there to keep the tug employed and due to the diminished efficiencies of operating a single tug, Hess decided to sell her. **"Ocean Star"** is a twin diesel screw, shear deck tug built for Hess in 1979 by McDermott Shipyard of Amelia, Louisiana. The 126' x 34' x 15' tug is classed ABS A-1 Towing Service AMS; and powered by two EMD 16-645E6's producing a total of 3900 bhp with propellers in kort nozzles. In keeping with the tradition of naming vessels after family members, the tug has been renamed **"Bridgit McAllister"**.

Sakhalin II awards \$150m development contract to Aker Kvaerner

THE Sakhalin Energy Investment Group has awarded Aker Kvaerner a \$150m contract relating to the development of phase two of the Sakhalin II offshore gas and oil field. **Sakhalin II** will be developed with two offshore platforms with concrete substructures sitting on the seabed. Aker Kvaerner's new contract includes engineering, procurement, management and project services for two platform substructures. The concept builds on the experience from other concrete platforms developed and delivered by Aker Kvaerner both in the North Sea and offshore Canada.



Left :

The Turkish tug **TDI ZUBEYDE ANA** which develops a maximum of 65 tons BP, the length o.a. is 34.00 mtr and the beam is 11.6 mtr.

The vessel is build at the **Yardimci Shipyard** and is designed by Robert Allan Ltd in Canada.

Right :

The **EGE-5** , a 25 mtr long, 50 tonne bollard pull tug, is being used in Nemrut Bay, Turkey.



NEW FIREBOAT FOR LOS ANGELES

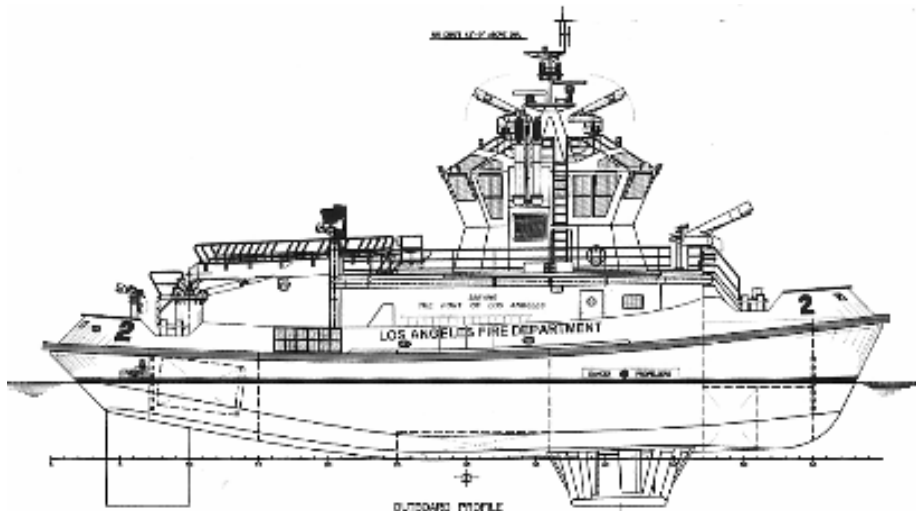


The Los Angeles Fire Department and the Port of Los Angeles pumped up their marine fire-fighting muscle last month with the official dedication of four new fireboats. The four vessels included the 105 ft x 29 ft Fire boat #2, the world's most powerful fire boat, and three identical 39 ft, 25 knot aluminum-hulled fireboats.

Los Angeles Fire Chief William Bamattre said the boats would provide 'the highest level of protection for the people and

property at the Port of Los Angeles. The quartet are replacement vessels and represent an investment of \$11.6 million by the Port of Los Angeles

Fireboat #2 replaces the Calvin Coolidge-era **Ralph J Scott** in the Fire Department fleet. The three new fire boats are replacing three existing fiber glass boats that were built in the 1960s.



The 78-year-old **Ralph J. Scott** was one of the oldest frontline fireboats in the U.S., but will be preserved as a historical monument. Perhaps it still meet a similar fate as New York City's John J Harvey. The most powerful of its kind when it was built in 1931, the **John J Harvey** was retired by the New York

City Fire department during 1994.

Sentosa ferry service to stop operation from 1 July

From July 1, visitors will no longer be able to enjoy a breezy ferry ride to Sentosa island, as the service will be discontinued.

Sentosa Leisure Group says this is because the passenger numbers have dropped so much that the private operator involved has found the service unprofitable.

The service has been running since 1972, when Sentosa became a leisure island. In 1997, the ferries carried almost 600,000 passengers. But with new transport modes introduced in recent years, the numbers have been going down.

Last year for example, only 240,000 visitors took the ferry. Besides being able to walk across the

causeway, Singaporeans can also drive their cars into the island. And with the opening of Harbourfront MRT station, more are also taking the Sentosa shuttle buses instead of the ferries.

NAVY NEWS

Navy Commissions Aircraft Carrier Ronald Reagan (CVN 76)

The Navy's newest nuclear-powered aircraft carrier Ronald Reagan (CVN 76) will be commissioned Saturday, July 12, 2003, during an 11 a.m. EDT ceremony at Norfolk Naval Station, Va.. Vice President Richard Cheney will deliver the ceremony's principal address. Nancy Reagan, wife of the ship's namesake, will serve as ship's sponsor. In the time honored Navy tradition, she will give the order to "man our ship and bring her to life!"



Top : The new **PCU RONALD REAGAN** – photo : via Peter Westdijk

Capt. J. W. Goodwin of Dublin, Ga., is the first commanding officer of a ship named to honor America's 40th president Ronald Reagan who was born in Tampico, Ill., Feb. 6, 1911. With a crew of more than 5,500 men and women, including embarked air wing personnel, Ronald Reagan will be homeported in San Diego as a member of the U.S. Pacific Fleet.

Construction of the ninth Nimitz class ship took place at Northrop Grumman Newport News, Va., starting with the ship's keel laying Feb. 12, 1998, and christening Mar. 4, 2001*.*

Ronald Reagan towers 20 stories above the waterline, displaces approximately 95,000 tons of water, has a flight deck width of 252 feet, and at 1,092 feet long, is nearly as long as the Empire State Building is tall. This floating airfield has a flight deck that covers 4.5 acres. Reagan's two nuclear reactors are capable of more than 20 years of continuous service without refueling, providing virtually unlimited range and endurance, and a top speed in excess of 30 knots.

The ship will support a wide variety of aircraft, including the F/A-18 Hornet and F/A-18 Super Hornet strike fighters, the F-14 Tomcat fighter, the E-2 Hawkeye airborne early warning aircraft, the C-2 Greyhound logistics aircraft, the S-3 Viking anti-submarine aircraft, the EA-6 Prowler electronic warfare aircraft and the multi-role SH-60 and MH-60 helicopters.

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The **USNS PILILAAU** arriving in Durban – photo : via Peter Westdijk



The **JULIETA** arriving on the Tyne to load scrap at the Riverside quay – photo : Kevin Blair ©



The **Jaeger Arrow** departed from Rotterdam – **photo : Rob de Visser ©**

AIRCRAFT / AIRPORT NEWS



Emergency shutes are deployed from a Qantas 747 at Sydney Airport. Five passengers were injured after a fire in the landing gear forced the emergency evacuation of 347 passengers from the Qantas jumbo jet.

RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

DROOG WEEKEND!

Morgen en vrijdag overheerst de bewolking en is de buienkans eerst nog groot. Het weekend ziet er beter uit met wolkenvelden, ook af en toe zon en blijft het vrijwel overal droog. De middagtemperatuur gaat omhoog naar meer normale waarde.

© Ed Aldus 2003	DO-03	VR-04	ZA-05	ZO-06
Maximumtemperatuur:	18	19	20	20
Minimumtemperatuur:	13	13	13	13
Zonnekans in %:	20	30	30	40
Neerslagkans in %:	80	50	20	20
Windrichting kracht:	W-4-5	WNW-4-6	WNW-3-4	NW-3-4

.... PHOTO OF THE DAY



Cruise German ship **SCHWABEN** sailing for a pleasure trip at Lake Constanz. Passengers are very happy to be on board as you can see clearly – [Photo's : via George Grekos](#)



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